

<b>Bethel: Airport Parallel Runway and Other Improvements</b>	<b>FY2008 Request:</b>	<b>\$3,000,000</b>
	<b>Reference No:</b>	<b>38409</b>

<b>AP/AL:</b> Allocation <b>Category:</b> Transportation <b>Location:</b> Bethel <b>House District:</b> Bethel <b>Estimated Project Dates:</b> 07/01/2007 - 06/30/2012 <b>Appropriation:</b> Airport Improvement Program	<b>Project Type:</b> Construction  <b>Contact:</b> John Torgerson <b>Contact Phone:</b> (907)269-0724
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**Brief Summary and Statement of Need:**  
 Construct parallel taxiway for runway 11/29, expand terminal apron, relocate access road, construct helipad, install wind cones, and resurface crosswind runway 18/36. This project is associated with, but separate from the Runway Safety Area improvement project. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage, by improving the mobility of people and goods and by increasing private investment.

Funding:	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	Total
Fed Rcpts	\$3,000,000						\$3,000,000
Total:	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input checked="" type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
5% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

<b>Operating &amp; Maintenance Costs:</b>	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
Totals:	0	0

**Additional Information / Prior Funding History:**  
 FY2005 Supplemental - \$16,000,000; FY2005 - \$9,950,000; FY2004 - \$6,600,000.

**Project Description/Justification:**  
 The Bethel Airport is the fourth busiest airport in Alaska and is only exceeded by Anchorage International for the number of small and commuter enplanements. Since the implementation of CAPSTONE, increasing numbers of small and medium aircraft are using ADS-B (Automatic Dependent Surveillance Broadcast) as an Federal Aviation Administration certified and operationally approved source for radar-like ATC services while under visual flight rules (VFR) and instrument flight rules (IFR). Cargo aircraft operations at Bethel add to the difficulty because they are also operating on IFR flight plans and need the full length of runway. This expansion of IFR landings presents significant new challenges for aircraft safety. A new parallel Runway 18L/36R is recommended in the Bethel Airport Development Re-evaluation. The parallel runway is needed to improve airport safety and capacity. This project is needed in order to address the conflicts between VFR aircraft, airfield maintenance operations, large jet traffic and the increasing number of CAPSTONE equipped IFR aircraft.